

PROJECTS DEPENDENT ON PRIVATE DEVELOPMENT

| 2015 Rank No. | 2016 Rank No. | Name | Description | Source | Category | Mode | Cost | Estimated Start | Status | Relationship to Other Initiatives | Notes |
|---------------|---------------|---|---|---|-----------------------|-----------------------|-------------------------------------|--------------------------|---------------------------|-----------------------------------|--|
| 15-1 | | Potomac Yard Intermodal transit center | In conjunction with other public agencies, a new intermodal transit center superstop shall be constructed proximate to the new Metrorail station | Potomac Yard SAP | Project | Transit | Less than \$1 million | 5-10 years | Not Started | Yes | This project will construct an intermodal superstop terminal -which will be in close proximity to the Potomac Yard Metrorail station, and will be connected to it. This station superstop will serve as the location where Route 1 Metroway CGPY-Transitway buses or potentially streetcars, and other DASH and WMATA buses can interface with the Metrorail station, and serve Potomac Yard. The location of this facility will be identified as part of the Potomac Yard North Small Area Plan Update in 2016. MOVED FROM 2015 PROJECTS LIST |
| 15-4 | | Pedestrian / Bicycle connection from Potomac Yard to Four Mile Run Trail | Provide a future pedestrian/bicycle connection from Landbay K to the Four Mile Run trail | Potomac Yard SAP | Project | Bicycle | \$1-5 million | 5-10 years | Not Started | Yes | MOVED FROM 2015 PROJECTS LIST |
| 15-18 | | Library Lane Extension | Extend Library Lane north of Seminary Road to connect to Van Dorn Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment. | Beauregard SAP | Project | Streets | \$1-5 million | 5-10 years | Not Started | Yes | Project may be dependent on redevelopment within the block / area. MOVED FROM 2015 PROJECTS LIST |
| 15-22 | | Construct Elizabeth Lane extension | Extend Elizabeth Lane (to be called Eisenhower Park Drive) from Eisenhower Avenue south and east to Limerick Street. | Eisenhower East SAP | Project | Streets | \$1-5 million | 10+ years | Not Started | Yes | Project to be completed as part of Hoffman warehouse parcel redevelopment. MOVED FROM 2015 PROJECTS LIST. |
| 15-26 | | New Road from Route 1 to Four Mile Run Park | Construct a new road from Route 1 to Four Mile Run Park. | Four Mile Run Restoration Plan | Project | Streets | \$1-5 million | 10+ years | Not Started | Yes | MOVED FROM 2015 PROJECTS LIST. |
| NEW | | <u>Realigned Eisenhower Avenue from Covanta to Metro Road</u> | <u>Straighten/ realign Eisenhower Avenue between the Covanta plant and a new North-South road one block east of Metro Road</u> | <u>Eisenhower West Small Area Plan</u> | <u>Project</u> | <u>Streets</u> | <u>More than \$5 million</u> | <u>5-10 years</u> | <u>Not Started</u> | <u>No</u> | <u>This project was recommended to improve the street grid, and provide for better opportunities for the redevelopment of the WMATA site. It would be implemented as part of the redevelopment of the WMATA property, and would be contingent on timing of that project. If added, this project should be included in the "Developer contingent" project list.</u> |
| NEW | | <u>Realignment of Metro Loop Road and new grid west of Van Dorn Street</u> | <u>Connect Metro Road to a new North-South road; Reconfigure the existing northbound ramp from Van Dorn to have a "T" intersection with Metro Road; Remove the existing southbound loop ramp from Van Dorn Street, and reconfigure it as an urban grid of streets.</u> | <u>Eisenhower West Small Area Plan</u> | <u>Project</u> | <u>Streets</u> | <u>More than \$5 million</u> | <u>5-10 years</u> | <u>Not Started</u> | <u>No</u> | <u>This project was recommended to improve the street grid, and provide better opportunities for redevelopment west of Van Dorn Street, and improve overall connectivity. The removal of the southbound loop ramps would be contingent on development of the parcels on the west side of Van Dorn Street. The northbound ramp realignment could be done at a separate time and is not necessarily contingent on redevelopment of property.</u> |